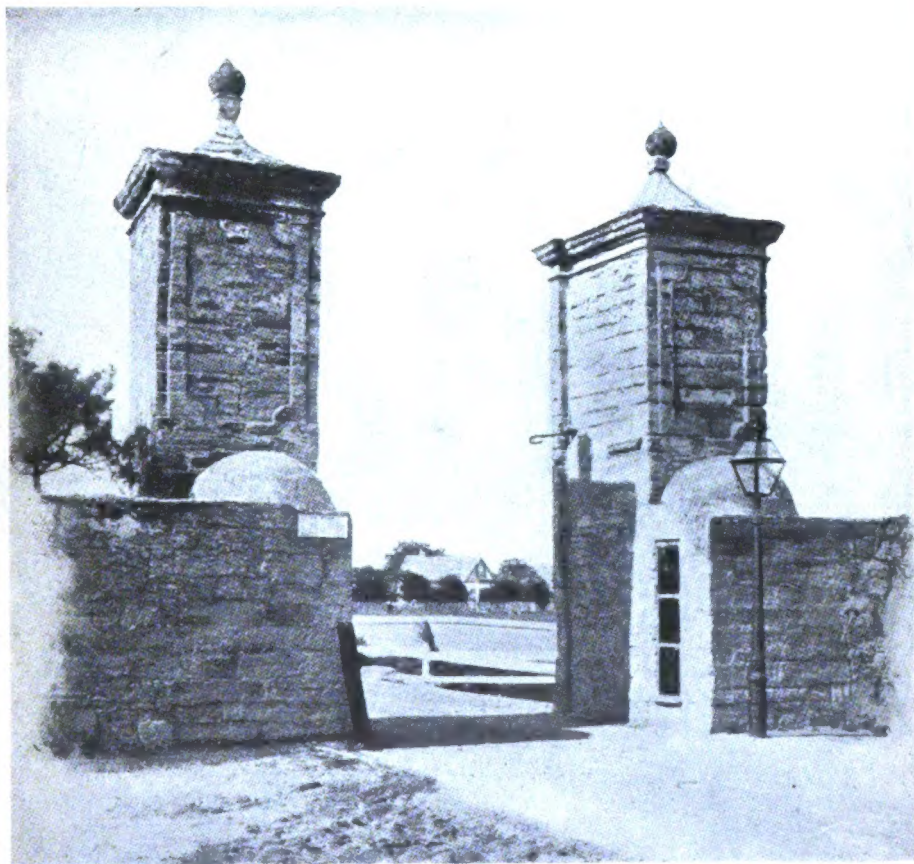


The AEROGRAM

VOLUME VII

APRIL, 1912.

NUMBER 4



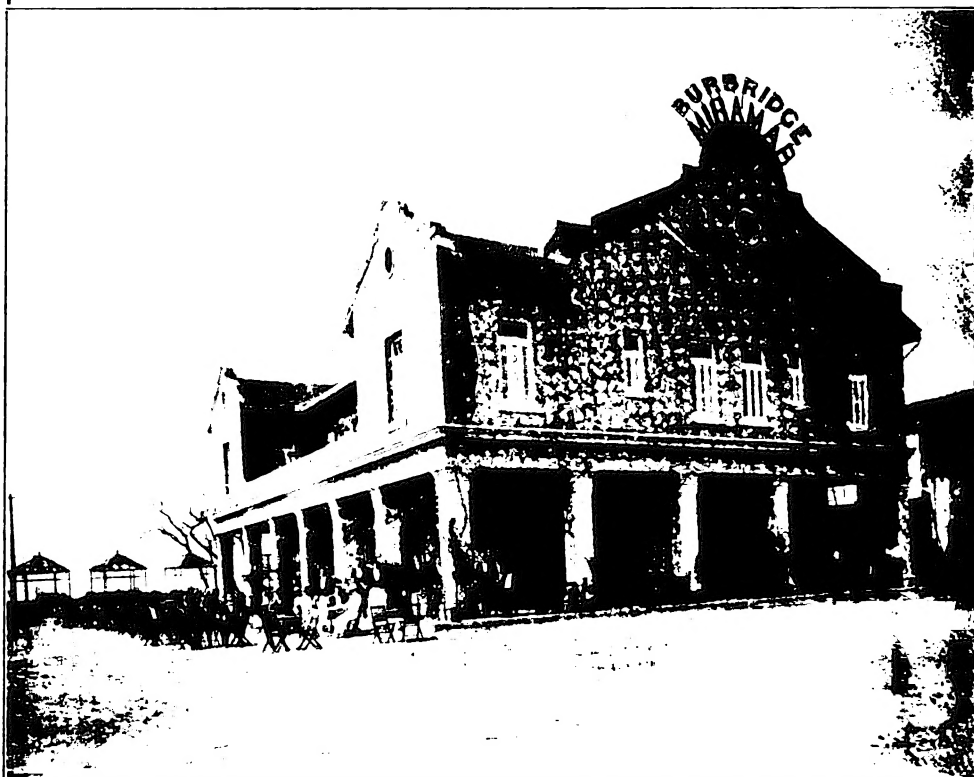
City Gateway, St. Augustine

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A

FRIEND YOU ARE DRAGGING OUT PAST
THE END OF THE CAR LINE —

THE AEROGRAM

VOLUME VII

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NUMBER 4

COUNTRY LIFE IN AMERICA

By R. M. BRINKERHOFF.

Many Americans have taken to what they call their country places.

A country place is anything that isn't a flat.

All you need is a convincing line of argument about pure air to deliver to any friend that you are dragging out past the end of the car line.

Farms raise various crops, including corn, wheat, rag weed, children, hay, grasshoppers and money. Money is raised on farms by giving a mortgage. Grasshoppers are raised by supplying clover and other foods. Many farmers, however, have given up raising grasshoppers owing to their contaminating influences on the children. Grasshoppers all chew tobacco and the male children usually embrace the habit, which clings to them long after they "sell out" and move to "town."

Farm products, including butter, eggs, potatoes, etc., are shipped to town in exchange for calico, hardware and coal oil. Children are also shipped to town, but nothing is ever received in return, so it may be said that butter, eggs, potatoes, etc., are far more profitable crops than children.

Scarcely any farm community can boast of any real return from the annual crops of Toms, Dicks and Andrews which have "gone to town" to supply the demand for department store clerks and laborers in the yellow paper department of the local railroad office. Somehow a little real money to help the old folks at home is rarely forthcoming.

Farms support many kinds of life, including cows, horses, sheep, pigs, chickens, dogs, cats, field mice, grasshoppers, crickets, and more children. One of



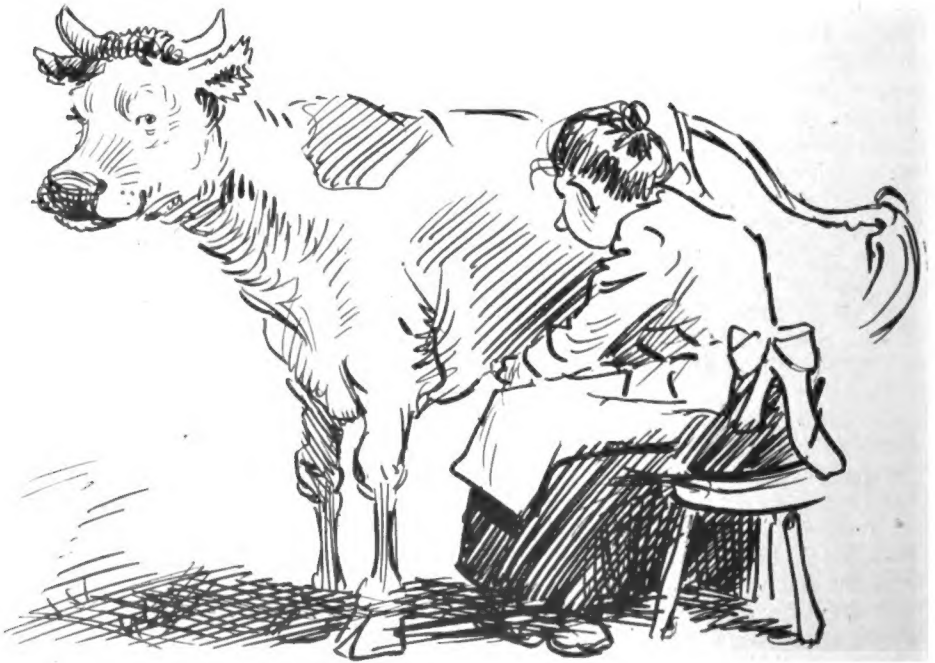
CHILDREN ARE ALSO
SHIPPED TO TOWN—

the most interesting of the farm animals is the cow (*familius buttermilki-bus*). The cow is a large animal with a body like a barrel and a leg at each corner (four in all). The legs are known to city people as porterhouse steak, rump steak, round steak, hamburger steak, and cold roast beef. The barrel-like body will be more easily recognized by city folks as rib roast or sweet breads. Cows and chickens are usually associated in the mind of a city person with farm life. Cows, however, have twice as many feet as chickens and are not covered with feathers. Cows also do not lay eggs nor cackle after giving milk, so that in many respects the two animals may be said to be entirely different. Cows give milk, cream, butter, cheese, buttermilk and smear case. Chickens give hard-boiled eggs, soft-boiled eggs, scrambled eggs, omelets, and just eggs.

To return to the cow (here it may be said that you should return to a cow always by way of the forward or nose

end); to return to the cow, the cow has at one end a long hose-like appendage known as a tail. The tail is used in life to "shoo" flies and afterward to make a certain variety of soup. The tail is always located at the opposite end from that in which the cow moves. There seems no reason for this except that the forward end is taken up by the head. Few cows may be said to give milk; it has to be taken away from them by a process known as milking.

Chickens, though narrow minded and obstinate in many ways, seem thoroughly to have been imbued with the idea of large families. Families of a dozen may be seen strolling about in blessed clucking communion. Realizing their limitations, many advanced hen mothers have taken to having their broods brought up by incubator, and in time it may be possible to do away with hens altogether. Students of the subject tell us, however, that well-bred fowls object to admitting that their maternal ancestors were wooden incuba-



**FEW COWS MAY BE SAID TO
GIVE MILK — IT HAS TO BE
TAKEN AWAY FROM THEM —**

tors. This it would seem is but natural family pride.

Another important product of the farm is the hog (*Familius Porkchop-abus*). It is said that these animals often appear in cities, but this variety never grows fat enough for commercial purposes. Hogs do not lay eggs or give milk, but their bristles make excellent tooth brushes. Country hogs are usually very fat. They have very round bodies, four feet, a tail at one end and a ring at the other. Pigs always move toward the ring end. Pigs seldom live alone and are usually surrounded by many brothers and sisters, as well as many older relatives. Pigs are strangely undemonstrative, and are rarely seen as household pets. Though they require but little care, pigs are never raised in incubators.

A real COUNTRY PLACE is made up of several acres of ground, a large barn and a small house. The family occupying the house and making up the population of the farm consists of a man and his wife, a slender daughter named Emma, who wears glasses and has an album, and a hired man named Philip. There is also another young woman called the "girl." She is usually the daughter of a poor neighbor family. She washes dishes, milks the cows, eats and goes to church with the family. When she has lived long enough as a household member, people forget that she is a servant and she is referred to as one of them Byers girls (if the old man's name happens to be Byers, and it often is in the country).

The social side of Country Life in America is easily described. There is little of it. When Pa and Ma and Philip and Emma and the girl get the chores done up it is time for bed. Another reason why this habit of early retiring has become a custom of the country is because in the case of the orthodox male members of the family the effort is so slight that there is no excuse for putting it off. All that is necessary is to remove one very important article of apparel. Boots and coat are already discarded, so the operation is greatly simplified. Upon arising the operation is reversed and the farmer is ready for the day's work.

The first duty of the farmer is watering the stock. This consists in carrying pails of water to all the animals who cannot possibly be led or driven to the trough themselves.

The next duty is currying the horses. This operation consists in scratching the horses lightly with a row of saw points. This is continued until the breakfast bell rings, when it is abandoned regardless of what stage the operation has reached. Then breakfast is eaten. During the meal it is usually discovered that the family cow, disregarding custom and oft repeated admonitions, has found her way into the garden. Frantic condemnation of this bovine outrage is heard from the feminine members of the household. This causes but a temporary interruption and the meal is then continued with a leisure that would make a city man think he was having the first meal of his vacation and that there was not a street car or a job in the world.

A little later a little tinkering is found to be needed on the old fence "east of the corn crib." This takes the attention of the whole masculine end of the household. Before this operation is completed a fine rain sets in. It is the unwritten law of farm life that upon the appearance of the lightest sprinkle or even a threatening cloud all activity must cease. So at the first drop a dash is made for the barn. Comfortable seats are found on wagon tongues and in the "buggy" and here the remainder of the day is spent. Questions of war, politics and the disposition and ultimate destination of the neighbors are discussed and settled. Two more meals are leisurely eaten and a chore or two done in the evening, and so the day of the average farmer slips by.

For women, the social life which is their lot is even more simple. Every August and December a trip is made to town and six months' supplies purchased. Church is attended regularly when possible. In the community which I have in mind some enterprising agriculturist filled the meeting-house full of hay, which made further devotional exercises impossible.

According to biography, all that is necessary to success in life is to have

been born poor on a farm and preferably in a log house. It is advisable, too, not to be able to read or write until you are at least eighteen years of age. Your school, too, should be located at least twenty miles from the house, if possible through dense forests infested by robbers and all the known beasts. Your father should be cruel, unrelenting and opposed to your having a knowledge of anything except rail-splitting and sheep shearing. Finally, you

should run away and go to sea, visit queer foreign ports; for variety be adopted by some savage tribe (but don't marry the princess), and ultimately return fabulously rich. All this must be accomplished in a remarkably short space of time, so as to devote many years of remaining life to charity and the uplifting of old-time friends and relatives. This, then, is country life in America.



An Anchor to Windward

JEWELER—You say the inscription you wish on the inside of this ring is to be, "Marcellus to Irene?"

YOUNG MAN (somewhat embarrassed)—Yes, that's right. But—er—don't cut the "Irene" very deep.

Starting Business

"Bah jove, I'm going into business. Made a beginning already, don't yer know."

"How's that?"

"Ordered my tailor to make me a business suit."

FLORIDA AND ITS EAST COAST

St. Augustine

Fortifications and defense were the first thought of the Spanish soldiers who founded St. Augustine; and for three centuries the most significant feature of the town, which greeted the eye of the traveler as he entered the harbor, was the forbidding and portentous mass of Fort San Marco, set here to challenge approach from sea. To-day, as the trail emerges from the pines and palmettos, our first glimpse is of the towers of the great hotels, significant of welcome and hospitality. St. Augustine has become a fashionable winter resort, whose spacious hotels dominate the aspect of the surroundings, and in their luxury and magnificence have no equals in the world; it is the winter Newport, whose visitors are numbered by tens of thousands, whose private residences are distinguished for elegance and comfort. Year by year the city grows more beautiful, and with each innovation and transformation adds to its attractiveness. The old has been supplanted by the new, yet the town preserves a distinctive character all its own, and there is now more than ever before about the old city an indefinable charm which leads one's thoughts back to it again and gladdens the face that is once more turned toward Florida and St. Augustine.

The distances here are not great. Fort Marion and the Gateway on the north, the sea-wall on the water front, the Plaza in the center, with its Cathedral, the narrow streets, and the Barracks on the south—these are the features of the old town in which we shall be interested, and all lie within the limit of a mile. The principal streets run north and south; the cross streets at right angles, east and west. The main thoroughfare, St. George street, extends through the center of the town to the City Gate; from that point it is known as San Marco avenue. Treasury street, crossing St. George, one block north of the Plaza, narrows at the east end to an alley, across which two per-

sons may clasp hands. King street extends west from the Plaza to the St. Sebastian River. The narrow little streets, with their foreign names and foreign faces, their overhanging balconies and high garden walls, through whose open doors one caught glimpses of orange and fig and waving banana, were once the quaint characteristics which made the old Florida town charming and peculiar among all American cities. But the picturesque streets, of which tourists delighted to write, have almost ceased to be a pleasing feature of St. Augustine. Some have been widened; and others, shorn of their quaintness are ill adapted to the swelling traffic.

A portion of the native population distinguished by dark eyes and dark complexion is composed of Minorcans. In 1769, during the British occupation, a colony of Minorcans and Majorcans came from the Balearic Islands, in the Mediterranean Sea, were brought to New Smyrna, on the Indian River, south of St. Augustine, by an English planter named Turnbull. They were deceived by Turnbull and subjected to gross privations and cruelty and at last deserted New Smyrna in a body, came to St. Augustine, were defended against the claims of Turnbull, received an allotment of land in the town, built palmetto-thatched cottages, and remained here after the English emigrated.

The Fort, the Gateway and the old houses are built of *coquina* (Spanish, signifying shellfish), a native rock found on Anastasia Island. It is composed of shells and shell fragments of great variety of form, color and size. Ages ago these were washed up in enormous quantities by the waves, just as masses of similar material are left now on the beach, where one may walk for miles through the loose fragments which under favorable conditions would in time form *coquina* stone. Cut off from the sea, the deposits are in time partially dissolved by rain water and cemented together.

The material of which the new hotels are built is a composition of sand, Portland cement and shells. A wall is constructed of successive layers of concrete; as each layer hardens a new one is poured in on top of it. When completed, the wall is one stone; indeed, the entire wall construction of a concrete building is one solid mass throughout—a monolith, with neither joint nor seam. The plastic material lends itself admirably to architectural and decorative purposes, and possesses the very important qualities of durability and immunity from destruction by fire. It was first employed in the Villa Zorayda, worthy of note because of the architectural design and the elaborate manner in which the owner-architect has successfully developed his plan of an oriental building as appropriate to the latitude of Florida. The architecture throughout is Moorish, after sketches and photographs in Spain, Tangier and Algiers. Above the front entrance is the inscription in Arabic letters: *Wa la ghalib illa ila*—"There is no conqueror but God"—the motto which is everywhere reproduced on the escutcheons and in the tracery of the Alhambra.

! Tarpon Fishing

The tarpon is a shy feeder, and his mouth is tender. He will take the bait and run some distance before he is satisfied there is nothing wrong. While doing this the tyro is apt to "strike" too soon, for even the slightest resistance of the reel, added to the weight of the line, will make him drop the hook. But at last he bolts the bait and starts off for another item in the menu. When the tentative pull becomes a steady drag, strike hard, and you have him.

Give him the butt now, with your feet against the thwart, and your whole frame tingling. Be careful that you do not bit off the amber mouth-piece to your briar pipe or drop it overboard as you yell, for you have your work cut out; he is rarely under fifty pounds, and more often over 100 pounds, frequently going over 150 pounds.

His majesty quivers through all his glittering length when he feels the pain in his "innards," and the indignity of a check. He shakes his head from side to

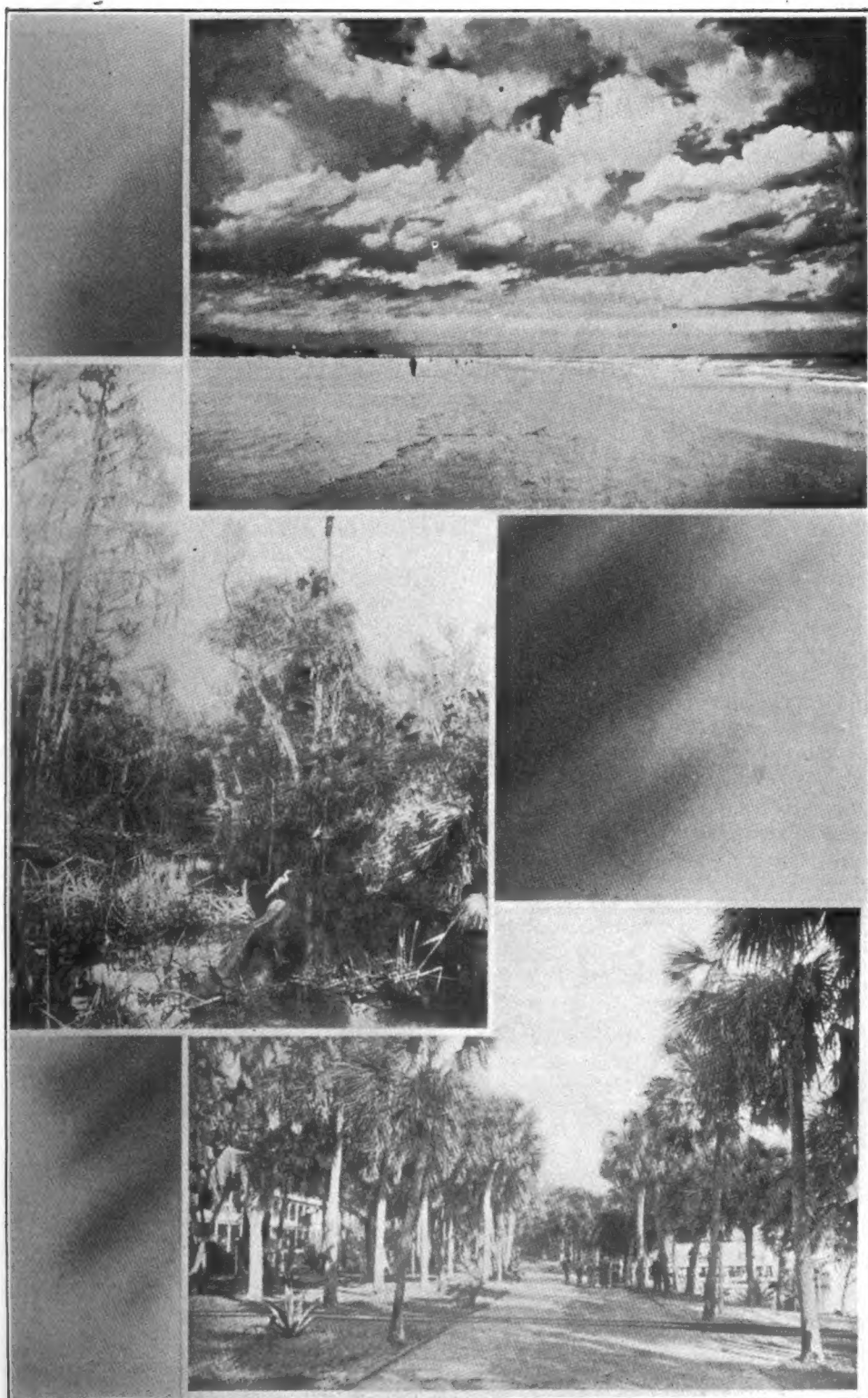
side till the taut line sings and then his curved dorsal cuts the surface and he bolts. Let him go—nothing short of a mule could stop him, and the task is beyond your strength or your tackle. The guide rows hard to assist you to keep as much as you can of your line, for his rush will be long. Keep cool and trust to your boatman. Give him no slack.

He reaches deep water, and he plunges; down, down, he goes, and the strain on your line is lessened. You are approaching a crisis. Straight upward he comes, and you gasp, for there is no pull, and you think he is free. No, up still—he reaches the surface, and out he springs, a long symmetrical bar of gleaming silver, doubling as it rises, till, at the apex of the leap the tail nears the mouth and a blow is struck at the little line that would fell an ox. But your line is slack, your point lowered, he beats only the air, and he plunges again, sullenly this time. You feel his disappointment, and you almost grieve with him that so grand a coup was ineffectual. There is another rush, but a shorter one; another leap and a sullen plunge. Gather your line as he goes down.

Then he tries other tactics. On the bottom or near it he grinds his jaws like scissors and tries in vain to cut these elusive threads that bind him to his fate—intangible to him, but strong as links of steel. He dashes his head from side to side, and twists about. Keep your line taut, or he will entangle it about his body and have you at a disadvantage. Leave him alone in his struggles, bring your boat nearer and reach for a drink. Your lips are dry and your fingers tremble, but he gives you little time, for another rush is coming.

Up again, but not so high does he glitter in the sunshine, and as the great ear of a tail swings round you see much of the spring has departed, and there is a look in the great eyes that gives you a thrill of pity, for the dumb agony of a great despair is in them. Back again to the blue waters to try a last hope.

He goes straight to the bottom. One moment he seeks the right spot, and then he grinds his lips against a rough surface—a stone if he can find it, or a floor of shells. Heedless of the pain,



SCENES ALONG THE FAMOUS "EAST COAST."

he grinds and grinds to cut the line. At last he realizes that he is only wearing away his flesh. Then he comes within six feet of the surface and heads for open water. But he is weak; row after him, and take in your line; nothing but bad management can lose him now, and he knows it. There are short rushes from side to side, then he doubles back, and tries to pass under your boat to foul the line. In vain, for your boatman has shot you off, and he loses one more point in the game." Then he ventures a leap, and opens his immense jaws as if to take an emetic of air and throw out that "spinning sorrow sharper than a serpent's tooth." Then he sulks. Reel him in now; the sport is done, and the rest is the mere work of towing him in to be correctly weighed and measured for record.

Usually the expert tarpon fisher will subdue one of these mighty fighters in twenty minutes, the novice will take a much longer time, often playing the fish for several hours.

Draining the Everglades

The drainage of the Everglades is a project which has long engaged attention. In 1855 the Florida Legislature created the Board of Trustees of the Internal Improvement Fund, to whom was intrusted the drainage, reclamation and internal improvement of the public domain, embracing nearly twenty million acres, which had been granted to Florida by Congress in 1841 and 1850. In 1856 Lieut. J. C. Miles, in a report to Secretary of War Jefferson Davis, wrote of the region: "An area of about

4,000 square miles, embracing more than half the portion of the State south of Lake Okeechobee. The sub-soil of this vast region is a coralline limestone. Upon this surface lies an immense accumulation of sand, alluvial deposits and decayed vegetable matter, forming a mass of sand and mud from two feet to ten feet or more in depth, that overspreads all but a few points of the first strata. Upon the mud rests a sheet of water, the depth varying with the conformation of the bottom, but seldom at dry seasons, greater than three feet. The whole is filled with rank growth of coarse grass, eight to ten feet high, having a serrated edge like a saw, from which it obtains its name of saw grass. In many portions of the Everglades the saw grass is so thick as to be impenetrable, but it is intersected by numerous narrow tortuous channels that form a kind of labyrinth, where outlets present themselves in every direction, however, terminating at long or short distances, in impenetrable barriers of grass. The surface water is quickly affected by rain, the alternate rising and falling during the wet seasons being very rapid. The difference of level between highest and lowest stages of water is from two to three feet."

The reclamation of the region by providing artificial canals to draw off the water has been discussed as a feasible engineering work.

"Why did you nickname your wife 'Circumstances?'"

"Because she is something over which I have no control."



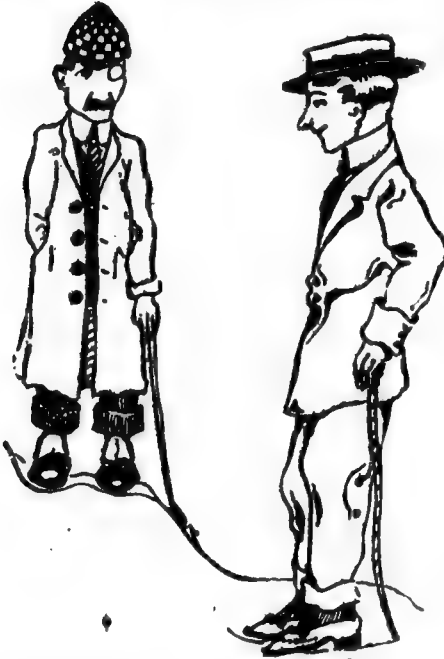
"THE KEY-WEST VIADUCT."



THE GLORIOUS "GRAPE-FRUIT."

SOMEWHAT HUMOROUS

Keeping in Shape.



"They say he doctors figures."
 "Accountant?"
 "No, ladies' tailor."

Too Easy for Him

LADY—You look robust. Are you equal to the task of sawing wood?

TRAMP—Equal isn't the word, mum. I'm superior to it. Good mornin'!

A Mutual Wish

"I wish I were an ostrich," said Hicks, angrily, as he tried to eat one of his wife's biscuits, but couldn't. "I wish you were," answered Mrs. Hicks. "I'd get a few feathers for my hat."

Didn't Know Much

"How do you like your teacher, dear?" little Mary was asked, after her first day at school.

"I like her real well," said Mary, "but I don't think she knows much, for she just keeps asking questions all the time."

Omniscience

Four-year-old Harry was spending the day with his aunt. Dinner was late and the child began to grow restless. "Auntie," he said, finally, "does God know everything?"

"Yes, dear," answered his aunt.

"Every little thing?" he persisted.

"Yes, every little thing," was the reply.

"Well, then," he said, in a tone of conviction, "God knows I'm hungry."

An Englishwoman's Love Letters.



Bertie—I've been having a lovely game with this postoffice set you gave me, auntie. I've taken a real letter to every house in the road.

Auntie—How nice! And where did you get all the letters?

Bertie—Oh, I found a big bundle tied up with pink ribbon in your desk!

SOMEWHAT HUMOROUS

A Terrible Case.



Sammy—Yas. D'ye know, I wanted to be a sailor—er—bai Jove!

Jack—You did? And why didn't you?

Sammy—Well, my mother wouldn't let me, d'ye know. I was such a wild boy that she thought I should do something rash—run off with a battleship and turn pirate, or something like that; so now I'm breeding pigeons.

Almost

"Hurry up, Tommy!" called mother from downstairs. "We're late now. Have you got your shoes on?"

"Yes, mamma—all but one."

Second Best

YOUNG ISAACS—Fadder, ees marriage a failure?

THE ELDER ISAACS—Vell, my boy. eef you marry a real, real rich girl, marriage ees almost as good as a failure.

Came True

SHORT—Yes, I believe some fortune-tellers are on the level. Not long ago one agreed to tell me something about my future for a dollar.

LONG—Well?

"I gave her the money and she told me the time would come when I would wish I had my dollar back."

A Steady Wife

"Rufus, you old loafer! Do you think it's right to leave your wife at the washtub while you pass your time fishing?"

"Yassah, jedge; it's all right. Mah wife don' need no watchin'. She'll sho'ly wuk jes' ez hahd ez ef Ah wuz dar."

Cracked Ice

SCENE—a ballroom. Couple dancing silently together.

SHE (resolved to break the ice)—Everything seems to be going well, doesn't it?

HE—Yesh, goin' ver' well, if you like rotary motion.

Excuse Me!

HE—I'm very sorry that I forgot your dance last evening.

SHE—(Oh, weren't you there?

Education

RUBBS—Can you remember a thing very long?

DUBBS—The Mississippi.

Narrow

"I told her I didn't care two cents for her."

"What did she say to that?"

"She said I was two cents-itive."

Going!

GEORGE—Yes, dear: anything you say goes.

MARGUERITE (bored to death)—George!

The Monitor and the Nevada

FIFTY YEARS OF TURRET SHIPS—OUR
EARLIEST AND LATEST VESSELS OF
THAT DESIGN.

Illustrated on this page is Ericsson's *Monitor* as she appeared when on March 6, 1862, she left the yard of her builders, the Continental Iron Works in Greenpoint, Brooklyn, and made her way to Hampton Roads, Va., where on the 9th of March of the same year by her battle with the Confederate ironclad *Merrimac* she turned the tide of the Civil War in favor of the Union fleet. It is not however so much to recall this incident that we have published this illustration from the *Scientific American*, but to show this vessel in comparison with our latest and most powerful of the so-called turret-ships, namely, the *Nevada* and *Oklahoma*, illustrated on the opposite page.



ERICSSON'S "MONITOR" OF 1862.

It is customary to regard the *Monitor* as the first turret-ship ever built, but as a matter of fact this distinction belongs to the Danish gunboat *Rolf Krake*, which was laid down a few months before the *Monitor*. However, the latter is by far the better known of the two, and she was the first vessel in which the new method of mounting guns was thoroughly and successfully tested.

The *Monitor* cost to build \$275,000; to-day's battleships cost \$11,000,000. She was 174 feet long; the dreadnoughts of to-day are practically thrice that, and she is of 1,245 tons displacement as compared with 27,000 tons, the size of the present ships of the first line

of defense. The *Monitor* was constructed in 100 days from the time her keel was laid, and was equipped with two 11-inch guns. Her career was ended just eleven months from the day on which she was launched when she sank off Cape Hatteras in a heavy gale while in tow of the steamer *Rhode Island*.

The *Nevada* and *Oklahoma* were contracted for recently, having been authorized under the act of March 4, 1911. They have general dimensions of length 583 feet, beam 95 feet 2½ inches, draft 28½ feet, and displacement 27,500 tons. They will burn oil exclusively as fuel and their contract calls for a speed of 20½ knots. The main armament consists of ten 14-inch guns and four 21-inch torpedo tubes. They are the most powerfully protected ships yet designed and are the first United States battleships to have the three-gun turrets. The *Nevada* will be built by the Fore River Shipbuilding Company, Quincy, Mass., and the *Oklahoma* at Camden, N. J.—*The Marine Journal*.

Pacific Coast

Messrs. Ferguson and Haw, the United Wireless experts, recently completed the installation of a fine, strong, serviceable plant on board the C. R. P. Associa-

tion ship *Reuce*; and the statement is made by those well informed that it is among the best working plants ever put in on any vessel on this coast. Every atom of the system is fresh from the New York factories of the company and the very latest in pattern and utility and operates like a charm. They will at once begin outfitting the company's second ship, the *St. Nicholas*, when she comes out from her winter quarters on Young's Bay next week. Her plant will be an exact duplicate of the *Reuce's*.

"What's the hardest thing you encounter in learning to run an auto?"
"Telegraph poles and trees."



THE "NEVADA" AND "OKLAHOMA."

Our Buoys Make for Ireland

An iron buoy, which drifted from its moorings on this coast, was picked up recently off Cape Clear, Ireland. A similar instance of a buoy drifting across the Atlantic, occurred four years ago and the derelict reached the shores of County Clare, Ireland. Our buoys seem to have a predilection for the Irish coast.

How Coal Mines Eat up Bridges

One of the most interesting of the by-products of the coal mines is sulphuric acid. Coal veins contain sulphur, most commonly in chemical combination with iron. The poorer the coal the more sulphur there is. Such compounds, becoming oxidized, form sulphuric acid, great quantities of which in a free state are continually draining from the mines into the rivers.

This sort of thing is going on at such a rate that the amount of sulphuric acid carried away by the streams of the coal region of Pennsylvania in the course of a year has been estimated by the Water Resources branch of the Government Geological Survey at 970,000 tons—a quantity equal to more than two-thirds of the total sulphuric acid consumed in a twelve-month in the United States for industrial purposes.

Sulphuric acid has many uses in the arts. Among other things, it is employed to clean iron before the latter is galvanized; likewise in the treatment of sheet iron for making tinware, and the wire for fences and nails. For

these and other purposes 75,000 tons of it are consumed annually in and about the city of Pittsburg.

Mark, then, the pity of the circumstances that, as determined by the Government exports, no less than 95,000 tons of sulphuric acid flows in a year past the towns of McKeesport, in the Youghiogheny River—that is to say, 20,000 tons more than is utilized industrially in Pittsburg and its vicinity during the same period.

To put the case otherwise, fully \$1,200,000 worth of sulphuric acid, produced by nature, is carried away every year by one stream in a neighborhood where the same stuff is required for use by thousands of tons in factories.

It is interesting to learn that two of the most far-reaching wireless telegraph stations are in Louisiana. One is at Grand Isle, with a range of 1,000 nautical miles, and the other on the Grunwald Hotel, with a range of 500 nautical miles. These statements come from the United States Naval Bureau of Steam Engineering, which keeps posted on all the means and facilities for communicating between the land and ships at sea and between ships themselves. No other station in the country has a greater range than the Grand Isle station, which can reach across the Gulf of Mexico to the Pacific Ocean. Wireless telegraphy is the newest development in electric communication and it has already proved its vast importance.

MY LADY'S LIMOUSINE

By Harmony Weller

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The taxi in which Jimmy Rogers was being rushed uptown from the Pennsylvania station came to an abrupt stop. It was only Fifty-ninth street and when the chauffeur returned from a quick examination to tell Rogers that he could take him no farther Jimmy swore softly under his breath.

"Great Scott, man! I have to be up at Seventy-eighth street in five minutes!"

"Sorry, boss, but this here machine won't run another block to-night."

Jimmy looked from the chauffeur's imperturbable face to his own large suitcase and the three-foot box of American beauties that he was taking to his hostess. No! The thing was impossible! He simply must have a taxi.

"Beat it!" he said to the chauffeur, "and get me another machine! Don't waste any time either!"

The man went off and Jimmy fumed at his predicament and the flight of time. He had come on from the West to attend the Iowa Society banquet and be the guest of the Wades. Jimmy had to shave, get into his dress clothes and finish the distance to Seventy-eighth street all within fifteen minutes. For a moment he thought of saving time by changing his clothes there in the stalled taxi. Then his fear of arrest stopped him.

In desperation Jimmy put his head out the window and hailed the first machine that passed. It was a great limousine and it came to a stop beside the taxi.

"I'll give you a fiver if you take me up to Seventy-eighth street," Jimmy promised the chauffeur.

"Jump in quick!" came the ready response.

Rogers lost no time. Within the luxurious car Jimmy stretched his long legs and sniffed the scented air.

"My lady's limousine," thought Rogers and glanced at the fur-lined car-

riage slippers on the floor and the wilted pink roses that drooped from the vase by the mirror. "My lady's chauffeur is a very wise man—me-thinks he is in the habit of making money while he waits for his mistress to come from the opera."

Suddenly an idea struck Jimmy. Why not show a little appreciation for the timely use of her car? He would leave one great American Beauty in the vase by the mirror.

The rose was scarcely in its place before the machine came to a stop.

Jimmy sprang out lightly and for the chauffeur's sake, quickly.

"Here you are, old man," he gave the man his money; "you've done me a good service."

"Mum's the word," grinned the chauffeur, and went swiftly off to call for his mistress at the opera.

If Amy Wade counted only eleven American Beauties in the box Jimmy gave her she did not mention the fact. "We thought you were lost," she told him later, when, immaculate in evening clothes, he entered the drawing room. "I hope nothing happened."

"Nothing but a broken-down taxi," laughed Jimmy.

"Well; see that you don't lose your heart to any of the pretty Iowa girls to-night and break that."

Dick Wade added, "There'll be a bunch of them there."

"Wade did not exaggerate," decided Jimmy, when an hour later his eyes traveled from one beautiful face to another. Blondes, brunettes and even titian-crowned heads were there among that throng of the Iowa Society.

Jimmy drew a sharp breath.

Mrs. Wade was approaching him, and with her was a vision in yellow. At least Jimmy thought she was a vision until he found that he was holding a very warm tingling hand within his own.

(Continued on page 143.)

THE AEROGRAM

OCEAN DAILY NEWSPAPER

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Operators are authorized to send wireless messages free of charge for passengers desiring to obtain hotel reservations from advertisers in this paper:

Wireless Catches Station in Korea

All wireless records were broken recently when the powerful United station at Hillcrest picked up a message which had been sent out by the operator of the new Japanese station recently erected by the government of the Mikado on the peninsula of Korea, 5,391 miles from San Francisco.

Operator Kessler at Hillcrest was checking up some of the messages he had received and dispatched at 1.30 A. M., when he detected the unusual call for station "J. O. I."

Soon afterwards he heard clearly and distinctly as if the call was being sent from only a few hundreds of miles the following message:

"English consul sends greetings to operator and says that the new wireless is a great success."

(Signed) "J. O. C."

When Kessler ascertained that the message purported to have been sent from the Korean station to the Hakodate station at the northern part of Japan, he turned the matter over to the officials of the United Wireless Company.

The company immediately cabled to Japan and later received a reply in which the message as picked up at Hillcrest was verified word for word.

The best previous record was made several months ago, when Kessler, at the same station, picked up a message from the station at Hakodate. This distance is about 600 miles less than that to the station just completed in Korea.

Every Known Wireless Station in Directory

WASHINGTON, March 8. — Every known wireless telegraph station in the world, ashore and afloat, is listed in the 1912 wireless directory just issued by the navy department's Bureau of Steam Engineering. The directory, which is compiled on a more comprehensive scale than ever before, undertakes to give the names and call letters of all shore stations and of all vessels of this and other countries equipped with wireless apparatus.

Sea Weather Map Soon Assured Fact

BEGINNING APRIL 1, 30 STEAMSHIPS
WILL REPORT DAILY OBSERVATIONS BY WIRELESS.

The ocean weather map will soon be a reality. Preparations are now under way by the Weather Bureau to equip thirty vessels in the Central America and West Indies trade with apparatus for making observations at sea. Reports of conditions will be relayed by wireless to the Weather Bureau and bulletins issued to every coast station, so that the exact conditions may be transmitted to vessels.

Already the Weather Bureau has such a map in the Custom House here and the conditions as reported by volunteer observers aboard vessels are recorded each day. With the installation on vessels of barometers whose accuracy cannot be questioned, together with other apparatus for determining wind velocities, etc., the bureau expects to be able to furnish daily bulletins to mariners. These bulletins will show definitely the exact conditions which exist, so that owners or captains contemplating sailing or already on the seas, will be appraised in advance of the movement of storms.

C. S. Lindgren, local forecaster in charge of marine meteorological work, under whose direction the equipment of the first vessels is being conducted, said recently:

"Daily wireless reports from vessels will begin to be received the 1st of April. The bureau will issue daily bulletins which will be transmitted to every

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wireless station along the coast and in turn flashed to ships at sea. We will be able to get observations from every five degrees, or about every two hundred and fifty miles.

"As soon as the Southern vessels are equipped and the service under way, we expect to take up the trans-atlantic steamers."

Besides groundless arguments we have wireless telegraph, smokeless powder, noiseless guns, painless dentistry, seedless oranges and a wordless play. The last in this everythingless age, suggests some other inventions that might prove a relief. For instance, the wordless political orator, the toastless banquet, and for the very busy man, the wordless novel.

A Wireless Safety Net

The use of the wireless as an aid to saving life at sea never before has been so thoroughly and often tested as during the last four months off the Atlantic seaboard. No week has passed that has not brought its tale of at least one shipwrecked crew claimed from death through the agency of the wireless either as an appeal for help or as an order from Washington to warship or revenue cutter to act as rescuer.

The Government proposes to add to its resources in this field of humanity by requiring all naval ships off our coast within the range of naval wireless stations to send regular "position reports" to the Navy Department giving the position of the vessel at the time the message is sent, her course and rate of speed. With such information on file the department will be able to locate any of its vessels on or near the home stations, and thus will be able to send one to the relief of a ship in distress at the least possible notice.

This will inclose our coastal waters in a kind of wireless net, under the meshes of which officers and men in the merchant marine and passengers on liners will feel much safer than they have in the past.

This extra step toward making life at sea more secure should point the way to Great Britain to change her naval rules regarding the use of the wireless. Then there never need be such a shocking affair as the wreck of the *Delhi* and the rescue of members of the royal family by French sailors simply because the wrecked vessel could not signal to Gibraltar for relief, the Admiralty prohibiting merchantmen from communicating with England's ships-of-war or naval stations.

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List of Recent Long Distance Work Through San Francisco Station

- Jan. 8th, S. S. *Manchuria*, 8 p. m., 1,539 miles West of San Francisco.
 Jan. 8th, S. S. *Mongolia*, 8 p. m., 1,930 miles West of San Francisco.
 Jan. 8th, S. S. *Santa Maria*, 2,085 miles West of Port Hartford.
 Jan. 9th, S. S. *Manchuria*, 8 p. m., 1,808 miles West of San Francisco.
 Jan. 12th, S. S. *Honolulu*, 1,042 miles Southwest of Cape Flattery, 8 p. m.
 Jan. 13th, S. S. *Honolulu*, 1,460 miles West of San Francisco, 8 p. m.
 Jan. 11th, S. S. *Sierra*, 1,750 miles West of San Francisco, 8 p. m.
 Jan. 11th, S. S. *Manchuria*, 8 p. m., 390 miles West of Honolulu.
 Jan. 16th, S. S. *Santa Maria*, 8 p. m., 1,272 miles West of Port Hartford.
 Jan. 19th, S. S. *Sierra*, 8 p. m., 470 miles East of Honolulu.
 Jan. 18th, S. S. *Santa Maria*, 8 p. m., 1,007 miles West of Port Hartford.
 Jan. 1st, S. S. *China*, 8 p. m., 2,019 miles from San Francisco.
 Jan. 4th, S. S. *Mongolia*, 8 p. m., 422 miles West of Honolulu.
 Jan. 12th, S. S. *Persia*, 8 p. m., 2,000 miles West of Honolulu.
 Jan. 25th, S. S. *Pectan*, 8 p. m., 100 miles South of Cortez Bank.
 Jan. 28th, S. S. *Mongolia*, 8 p. m., 1,627 miles from San Francisco
 Feb. 6th, S. S. *Santa Maria*, 8 p. m., 1,780 miles West of Port Hartford.
 Feb. 28th, S. S. *Persia*, 8 p. m., 4,708 miles from San Francisco.
 Feb. 28th, S. S. *Korea*, 8 p. m., 753 miles West of Honolulu.
 Feb. 28th, S. S. *Manchuria*, 8 p. m., 607 miles West of Honolulu.
 Feb. 28th, S. S. *Lansing*, 8 p. m., 1,863 miles West of San Francisco.
 Feb. 11th, S. S. *Santa Maria*, 8 p. m., 1,670 miles West of Port Hartford.
 Feb. 25th, S. S. *Korea*, 8 p. m., 1,936 miles West of San Francisco.
 Feb. 25th, S. S. *Maverick*, left Honolulu at 10:30 a. m., 8 p. m., 86 miles East of Honolulu.
 Feb. 27th, S. S. *Manchuria*, 8 p. m., 942 miles West of Honolulu.
 Feb. 27th, S. S. *Korea*, 8 p. m., 385 miles West of Honolulu.
 Feb. 26th, S. S. *Korea*, 8 p. m., 28 miles West of Honolulu.
 Feb. 27th, S. S. *Lansing*, 8 p. m., 1,606 miles West of San Francisco.
 Feb. 25th, S. S. *Siberia*, 8 p. m., 100 miles West of Honolulu.
 Feb. 9th, S. S. *Honolulu*, 8 p. m., 1,507 miles West of San Francisco.
 Feb. 20th, S. S. *Sierra*, 8 p. m., 501 miles East of Honolulu.
 Feb. 23rd, S. S. *Maverick*, midnight.

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Lately Asst. Manager Waldorf-Astoria, N. Y.

2,054 miles West of San Francisco.

Feb. 13th, S. S. *Senator*, noon,
passed Magdalena Bay.Feb. 3rd, S. S. *Korea*, 8 p. m., 1,931
miles West of San Francisco.Feb. 3rd, S. S. *Mongolia*, 8 p. m.,
1,051 miles West of Honolulu.Feb. 18th, S. S. *Siberia*, 8 p. m., 1,604
miles West of San Francisco.Feb. 18th, S. S. *Persia*, 8 p. m., 1,655
miles West of San Francisco.Feb. 10th, S. S. *Capt. A. F. Lucas*,
1,700 miles South of San Francisco.Feb. 19th, S. S. *Persia*, 8 p. m., 1,996
miles West of San Francisco.Feb. 7th, S. S. *Sierra*, 8 p. m., 512
miles East of Honolulu.Feb. 1st, S. S. *Mongolia*, 8 p. m.,
2,802 miles from San Francisco.Feb. 7th, S. S. *Santa Maria*, 8 p. m.,
2,000 miles West of Port Hartford.Feb. 22nd, S. S. *Korea*, 8 p. m., 3,218
miles West of San Francisco.Feb. 22nd, S. S. *Maverick*, mid-
night, 1,814 miles West of San Fran-
cisco.Feb. 26th, S. S. *Persia*, 8 p. m., 4,008
miles from San Francisco.Feb. 26th, S. S. *Manchuria*, 8 p. m.,
3,375 miles West of San Francisco.Feb. 26th, S. S. *Lansing*, 8 p. m.,
1,330 West of San Francisco.Feb. 1st, S. S. *Korea*, 8 p. m., 2,321
miles West of San Francisco.Feb. 1st, S. S. *Mongolia*, 8 p. m.,
2,467 miles West of San Francisco.Mar. 1st, S. S. *Manchuria*, 8 p. m.,
18½ miles West of Honolulu.Feb. 29th, S. S. *Korea*, 8 p. m., 1,125
miles West of Honolulu.Mar. 1st, S. S. *Korea*, 8 p. m., 1,489
miles West of Honolulu.Mar. 2nd, S. S. *Korea*, 8 p. m., 3,910
miles West of San Francisco.Mar. 3rd, S. S. *Honolulu*, 8 p. m.,
at Kahului; fine weather, all well.Mar. 3rd, S. S. *Korea*, 8 p. m., 2,193
miles West of Honolulu....Mar. 3rd, S. S. *Lansing*, 8 p. m.,
1,683 miles West of San Francisco.Mar. 3rd, S. S. *Manchuria*, 8 p. m.,
1,624 miles West of San Francisco.

Trustees in Bankruptcy.

United Wireless Telegraph Company.

SEATTLE, WASH., March 8, 1912.

BULLETIN:The Pacific Coast Division closed
contract with the Alaska Steamship
Co., of Seattle, for the installation of
a 1 kw. set on the steamer *Dirigo*.This vessel sails to Southwestern
Alaska.**Largest Importers of Hand Made Embroideries, Linen Laces,
Table Linens, Bed Linens, Pongee Silk, Spanish Mantillas, etc.****WHOLESALE AND RETAIL****40% Cheaper than same articles in the United States**For the convenience of our American customers we have several English speaking clerks who will take pleasure in
extending every courtesy for you. Ask for them.**La Casa Grande****San Rafael and Galiano Streets, Havana, Cuba****DON'T MISS THE OPPORTUNITY**

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Any size suite at proportionate rates.

DAINTY RESTAURANT AND CAFE.

EDWARD PURCHAS, Manager.

WIRELESS MESSAGES TO RESERVE ROOMS SENT FREE FROM THIS SHIP.

The United States Navy has about completed a system of wireless telegraphy which will practically cover the positions of its ships on the high seas everywhere and with the principal foreign countries of the civilized world. The application of wireless telegraphy to the determination of the longitude of a ship at sea, in the opinion of scientists, is destined to be classed as one of the few great and useful discoveries of the age.

The idea of using a wireless telegraph station for the purpose of aging cognac or clarifying champagne is, at first thought, fantastic, but it is being tried with success. Many years ago chemists conceived the idea of utilizing the action of electric currents of high frequency in the perfumery industry, producing a kind of electrolysis, which, in a way as yet unexplained, unites and compounds the diverse essences that enter into the composition of a scent. This phenomenon inspired some interesting experiments recently undertaken in France.—Youngstown, O., *Telegram*, February 7, 1912.

Not So Smart

William J. Burns, the great detective, once suffered a loss of reputation with at least one man. He told the story himself:

"I well remember," said he, "a walk I once took down Market street, in San Francisco. As I strode along, proud and happy, a rose in my buttonhole and a gold-headed cane in my hand, a drunken man had the impudence to stop me.

"Ain't you Mr. Burns?" he asked.

"Yes," said I. "What of it?"

"Mr. Burns, the detective?" he hic-coughed.

"Yes, yes. Who are you?" I asked impatiently.

"Mr. Burns," said he. "I'll tell you who I am. I'm—hic—the husband of your washerwoman."

"Well, what of that?"

"My scorn brought a sneer to the man's lips, and he said:

"You see, you don't know everything, Mr. Burns."

"What don't I know?"

"Well," said he, "you don't know that—hic—I'm wearin' one of your new white shirts."

THERE'S PEACE IN A LARRANAGA

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COMMON NAUTICAL TERMS

- Longitude** Distance directly east or west of the Meridian of Greenwich.
- Altitude** Angular distance of the Pole above the horizon.
- Sextant** An instrument for measuring a required angle by the manipulation of mirrors.
- Dead Reckoning.** A method of finding a ship's approximate position from the course steered and distance run.
- Equinox** Equal length of day and night occurring toward the end of March and September.
- Nautical Mile** The sixtieth part of a degree. Six knots may be roughly taken as equal to 7 miles.
- Chart** A sea map.
- Fathom** Six feet.
- Soundings** Depth of water in fathoms or feet at low water of spring tides.
- Drift Current**... Movement of the surface of the sea.
- Flood-tide** Rising tide.
- Ebb-tide** Falling tide.
- Spring-tide** High-tide caused by the sun and moon being on the meridian together, or in opposition.
- Neap-tide** Low-tide caused by the sun and moon being furthest apart.
- Height of Tide**.. Difference between level of high-water and that of low-water.
- Age of the Tide.** Difference of time between the moon's transit and appearance at the tide.
- Deadlight** A covering of wood or metal for a port, used in severe weather.
- Bower Anchor**... A working anchor, kept ready for immediate use.
- Sheet Anchor**... A spare anchor, reserved for occasions of urgency.
- Log** An instrument towed by the vessel, by which the distance sailed is ascertained.
- Log (Logbook).** Official daily record of the ship's proceedings.
- Aft (abaft)**..... Toward the stern or end of the vessel.
- Forward** Toward the bow or front of the vessel.
- Starboard** The right-hand side of the ship looking forward.
- Port** The left-hand side of the ship looking forward.
- Port** State-room window.
- Weather-side** ... The side of the ship toward the wind.
- Lee-side** The side away from the wind.
- Fore-and-aft** ... Lengthwise with the ship.
- Thwartship** Crosswise to the ship.
- Mid-ship** Toward the middle or "waist" of a ship, equidistant from the bow and astern.
- Poop** A raised deck toward the stern.
- Fo'castle** The "fore castle"—seamen's quarters.
- Gloryhole** Steward's quarters.
- Galley** Kitchen.
- Alleyway** Passageway.
- Bulkhead** Partition.
- Scupper** Channel for water.
- Rolling** Motion of a ship from side to side.
- Pitching** Plunging of a ship's head in the sea, causing up-and-down movement.
- Scending** A mixture of rolling and pitching.
- Latitude** Distance directly north or south of the Equator.

Lights of Ships

All vessels under way show two side lights, green on the starboard side and red on the port side. Sailing vessels carry no other lights under ordinary conditions, but steamers carry in addition to these two an elevated white light in the foretop. A vessel being overtaken by another shows a white flare light at the stern. Pilot ships on station show a white light at the mast head, and flare lights on deck at frequent intervals.

(Continued from page 136.)

"I have told you all about Jimmy Rogers, Faith, so be good to him—he is all alone in this big city." Amy Wade cast a laughing glance at her two friends and went in search of her husband.

"So I must be good to you?" Faith Carter looked at Rogers from under her lashes and decided the task would not be difficult.

"Certainly," Jimmy Roger's tone was such as to bring a slight flush into Faith's cheeks. "And since you have orders to be good to me I am going to trespass and ask you an impertinent question."

Faith's startled eyes met his.

"Why have you absolutely ruined a most beautiful costume and color effect by wearing that American Beauty rose? I watched you coming toward me and thought you—perfect, save for that one jarring note."

Faith Carter laughed a quick, nervous little laugh and glanced down at the one thick stemmed rose that she had thrust among the soft tea roses of her corsage bouquet.

Rogers realized that he was waiting with great expectancy for her answer. The rose seemed suddenly to have assumed enormous proportions in his eyes.

Faith touched the rose with delicate fingers. "Since my flower has disturbed your peace of mind and jarred your sense of harmony perhaps I had better tell you its history."

Jimmy Rogers had definite hopes now and he led his yellow vision into a secluded corner that other masculine lowans might not take her from him.

"This rose," said Faith when he had seated himself beside her on the wide divan, "found its way very mysteriously into my limousine while I was listening to Caruso in Rigoletto this afternoon. When Jules called for me after the opera I found this rose, fresh from the florist's, in the vase in my car." She glanced again at the bud lying against the chiffon at her breast and laughed an embarrassed little laugh. "I don't know whether a sense of romance made me wear it or a faint hope that I might unravel the mystery."

"What—what did Jules have to say?" Jimmy was torn between a desire to shield Jules from possible discharge and a longing to tell the glorious creature that the rose had been put there by his own hand.

Faith looked up at Jimmy and found the dull red that had come into his face to be rather becoming. She also wondered at his halting speech.

"I must confess," she continued, "that Jules acted a bit strange. He at first denied any knowledge of the flower, and then remembered suddenly that a man who was either insane or a florist's advertiser came along and put an American Beauty in all the cars waiting at the curb. The story rather dampened my sense of romance, but since it was not unlikely, I looked at the stem of the rose to see if there was a florist's card attached—but there was none. "You see," Faith laughed, mockingly, "there is still hope that I have an unknown admirer."

"I doubt if he remains long unknown," Jimmy Rogers said, with so wonderful a ring in his voice that Faith trembled and dragged the rose from its resting place that she might cool her face in its soft petals.

Jimmy watched the flower with increasing jealousy.

"Oh! Here you two are!" Amy Wade and her husband came up to break the silence. "I have looked everywhere for you." She cast a triumphant glance at her husband which said plainly, "I told you so."

"I say, Jimmy," put in Dick Wade by way of making conversation, "the next time you buy roses for my wife see that you get full measure. There was one shy in the box and American Beauties count. That one Faith is toying with just reminded me."

Faith turned her eyes so suddenly and forcefully on Jimmy Rogers that he felt like a small and very guilty schoolboy. Then he heard her draw in a quick breath, and he waited for her next words. But she remained silent, while the glance she sent straight into Jimmy's eyes were fraught with understanding. Then, because Amy Wade and her husband were near, Faith laughed mockingly at him. "You

look guilty, Mr. Rogers; I believe the twelfth rose has gone astray."

"I will confess," Jimmy told her under his breath, "that I myself would stray a thousand times if, in the end, I might find so wondrous a nest."

Faith glanced at him from beneath her lashes.

"Perhaps one straying, in your case, would do," she remarked.

In the Officers' Messroom

CAPTAIN (giving advice to the youngest lieutenant)—This is your first banquet, my dear fellow. Follow my advice and enjoy yourself. You need not exactly fear the cup, but be careful. I'll show you how to tell when it is time for you to go home. Do you see those two candlesticks on the table? Well, when you see four of them instead of two, then it's time. Do you understand?

LIEUTENANT — Perfectly, Captain! Thank you ever so much for your advice. But, beg pardon, what am I to do when I see—as now—only one candlestick instead of the two that you spoke about?

A Fish Story

MOTHER—Johnny, you said you'd been to Sunday school.

JOHNNY (with a far-away look)—Yes, mamma.

MOTHER—How does it happen that your hands smell of fish?

JOHNNY—I carried home the Sunday school paper, an' the outside page is all about Jonah and the whale.—*Ladies' Home Journal*.

Tough

A tramp had been given a mince pie by the young wife of a farmer. Next day the tramp appeared at the farmhouse again and said, "Would you be kind enough, ma'am, to give me the recipe for that there mince pie what I had here yesterday?"

"Well, the idea!" cried the farmer's wife. "Land sakes, man, what do you want that recipe for?"

"To settle a bet," replied the tramp. "My partner says you use three cups of Portland cement to one of molasses, but I claim it's only two and a half."

The Magazine Morgue

The young author squared his shoulders, cleared his throat, drew a long breath, and knocked at the door.

"Come in," called the magazine editor.

"Sir, I have called to see about that article of mine that you bought two years ago. My name is Pensink—Percival Perrhyn Pensink. My composition was called 'The Behavior of Chipmunks in Thunderstorms,' and I should like to know how much longer I must watch and wait before I see it in print."

"I remember," the editor replied. "We are saving your little essay to use at the time of your death. When public attention is drawn to an author we like to have something of his on hand."

—Newark Evening News.

Time For All Things

Donald and Jeanie were putting down a carpet. Donald slammed the end of his thumb with the hammer and began to pour forth his soul in language befitting the occasion.

"Donald, Donald!" shrieked Jeanie, horrified. "Dinna swear that way!"

"Wummun!" vociferated Donald; "gin ye know any better way, now is the time to let me know it!"



NEWS OF THE THEATRES

By D. H. RICHARDS.

Daly's Theatre

"Mons. Beaucaire" is a romantic comedy in four acts and is one of the notable dramatics of this season. Mr. Lewis Waller has played this rôle nearly 900 times in the



LEWIS WALLER AND GRACE LANE IN "MONS. BEUCAIRE."

British Islands. Theatregoers will recall this comedy by Booth Tarkington and the late Mrs. Evelyn Greenleaf Sutherland, and was produced in this country by Richard Mansfield with great success shortly before Mr. Waller presented it abroad. The English actor-manager has given twice as many performances of this character than of any other rôle in his repertoire. In addition to Mr. Waller, the cast includes Miss Grace Lane as Lady Mary Carlyle, who came from London to give her excellent support, and their love scenes are charming pieces of acting.

Over The River

Globe Theatre, Broadway and 46th street, a musical farce, with lots of nonsense and cleverly done in three acts, with Eddie Foy in the leading rôle and the audience enjoyed many a laugh during the performance and incidentally may be mentioned Miss Jeanette Methren, in her song "Montezuma," in which she reaches C above high C, the highest note ever sung. The cabaret scene includes a chorus of picked stage beauties.

The Hippodrome

Sixth avenue, 43d and 44th streets, "The Mammoth Durbar Circus" has been added to the wonderful spectacular show "Around the World." The new circus is attached to the Durbar scene, which makes an immense new feature of this pageant, which has been such a great success this season. It does seem as if the Messrs. Shubert were giving you too much for your money at each performance.

Belasco Theatres

"The Return of Peter Grim," at the Belasco Theatre; "Bunty Pulls the Strings," at The Comedy; "Bought and Paid For," at The Playhouse, and "Little Boy Blue," at the Lyric, have all had a wonderful season, and still playing to full houses.

The Colonial

Broadway and 62nd street, is running one of the greatest vaudeville shows in the city, and the theatre is crowded to the doors every night.

Geo. M. Cohan

It is now little over a year since Mr. George M. Cohan and Mr. Sam H. Harris opened the Cohan Theatre with "Get Rich Quick Wallingford." Since that time there have been only two other



GEO. M. COHAN.

plays at that theatre, "The Little Millionaire" and "Forty-five Minutes from Broadway," in which Mr. Cohan is now appearing and drawing big houses. Everyone should hear Miss Sallie Fisher sing "Mary Is a Grand Old Name."

"The Talker"

Harris Theatre, 42nd street west of Broadway deals with a wife imbued with "ideas." These ideas are devoured by her husband's younger sister. As a result, she leaves home. Estrangement between husband and wife follow the culmination of the awakening, on the part of the wife, to the real things in life, and on the part of the husband to the real wife. It teaches a lesson without making that lesson too much like a lesson, and that, you must agree, is art. Most of us meet just such

people in our own lives, the only difference is that in real life our eyes are not open to the humor and pathos of those others. It is a play of superior construction and full of humor and should be seen by all persons. Mr. Tully Marshall handles the scene in the third act, with telling effect upon the audience.

The Winter Garden

Broadway and 50th street. Several novel attractions are now running at the Winter Garden and making a great success. "The Whirl of Society" may be described as a travesty on society, and the fads of New York's "Smart Set," it has many comedy situations which create much laughter.

Mlle. Faurens plays the leading rôle



TULLY MARSHALL IN "THE TALKER."

with Mlle. Dolle Dalmert, who has a wonderful voice.

"A Night With the Pierrots" is what you would call an entertainment de luxe. Mme. Imperia presents her mimodrama "Sesostra." In her company may be seen M. Farina, the

French pantomime artist and Mlle. Lucy Gerard. It is an old Egyptian tale of love, cunning, murder and battle. "The Captive" is an oriental spectacle with Mlle. Bert Angere in the leading part. There are also more than fifty girls in fetching costumes on the



JOSIE COLLINS AND MARTIN BROWN IN "THE CINDERELLA DANCE."

stage at once, and it must be admitted that it is a wonderful performance and very impressive, with the best of European and American artists.

Rough on the Flies

The alienist was visiting an insane asylum. He met a man in the hall.

"Who are you?" asked the alienist.

"Me?" said the man. "Why, I'm here, but I ain't crazy. Not on your life. All the rest of them are crazy, but not me. I'm an inventor. I have got an invention that will make me so rich that John D. Rockefeller will look like a poor man beside me."

"What is it?"

"A patent fly-catcher. Greatest thing in the world. Here, I'll show you how it works."

The man took a sheet of paper and drew a bird-cage. "That," he said, "is a parrot's cage—just a common cage—but you observe that on this side there is a door with a heavy iron knob, and that there is another door on the other side, also with a heavy iron knob.

"Now, you see, you take this parrot's cage and put it on a pedestal fourteen feet high, the pedestal standing on a marble slab. Then I place a ladder on this side, reaching up to one door, and a ladder on the other side, leading to the other door.

"This is how it works. The unsuspecting fly comes along and climbs up the ladder on this side. It opens the door by means of the iron knob, walks through the cage and opens the door on the other side. Then it starts down the other ladder.

"That's where we catch him!" the inventor continued excitedly. "That's where the invention is. That's where I shall get my money. You see, the fourth rung is missing in this second ladder, but the fly doesn't know it, and he falls on the marble slab and breaks his neck."

Light Buoy Extinguished by the Rising Sun

A wonderful invention of recent date is the electrically controlled buoy operating automatically with a selenium cell. Mr. Ernest Ruhmer, of Germany, is credited with being the inventor.

Mr. Ruhmer has attached a selenium cell in the top of the buoy which is connected with a switching device. The amazing feature is the fact that the rise of the sun in the morning extinguishes the gas light on the buoy.

Selenium is a peculiar substance which has the property of being highly resistant to the flow of electric current in the darkness. When light strikes it, however, it becomes a fairly good conductor.

When the sun rises its rays affect the selenium. Current from a battery flows through the circuit of the switching arrangement, and the gas from the compression tank is turned off. At sunset, or on dark days, the current is shut off once more, by reason of the current ceasing to flow through the selenium and a little pointer, which had been drawn over by flow of current through the selenium, falls back and makes a contact reversing the current through the switching device and turning on the gas, which is lighted by an electric spark.—*Popular-Electricity*.

He and She

At 10:30 He and She were sitting on the sofa in a strained position. "What will the humorists be able to say about us this time?" said She.

"I don't know," said He. "That's what I've been thinking of for the last hour and a half."

"What if they shouldn't think of anything to say?" She exclaimed.

"But they will—they always do." Then, as he took his hat, "This has been a very close call," He said.

An Old Traveler

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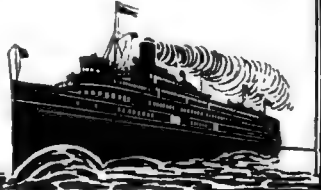
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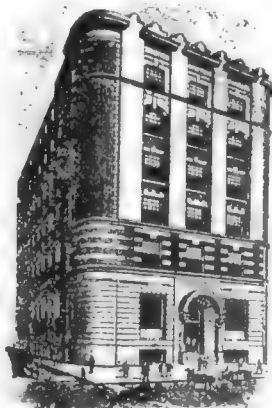
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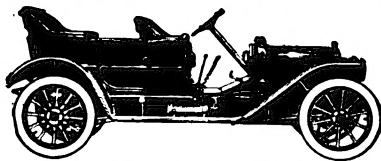
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